

# The China Mail.

Established February, 1846.

VOL. XLVII. No. 8824.

號五月五十九百八十一英

HONGKONG, TUESDAY, MAY 5, 1891.

日七月三三年卯辛

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALZAR, 11 & 12, Clerken's Lane, Lombard Street, M. G. GEORGE STEPHEN & CO., 39, Cornhill, GORDON & GORDON, Liverpool Circus, E.C. BATES & CO., 31, Walbrook, E.C. SAMUEL DEACON, Co., 156 & 154, London Street, W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 139 Fleet Street.  
PARIS AND EUROPE.—ANNEE PRINCE, 36, Rue de la Paix, Paris.  
NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIC OPUS, 52, West 22d Street.

SAN FRANCISCO and American Posts generally.—DEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECAE CO., Colombo.

SINGAPORE, STRAITS, &c.—SAVILE & CO., Square, Singapore. C. HUMPHREY & CO., Manila.

HONG KONG.—M. A. DA CRUZ, Amoy, M. McLELLAN, Foochow, HIRSON & CO., Shanghai, LING, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

Authorised Capital ..... £2,000,000.  
Paid Capital ..... £650,000.

London Office, 49, Threadneedle Street, at End Office, 26, Cockspur Street.

Branches in India, China, Japan, and the Colonies.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 6 per Cent. per annum.  
" " " " " 4 "  
" " " " " 3 "  
ON CURRENT DEPOSIT Accounts 2 per Cent. per annum on the Daily Balance.

E. W. RUTTER,  
Manager.

Hongkong, September 4, 1891. 1862

## NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, or their Agents in Hongkong, from 10 to 12 Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$200, at one time will not be received, No depositor may deposit more than \$2,000, in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Liangkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest, and interest at the rate of 2½ per cent. per annum will be allowed to depositors on their daily balances.

4.—Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

5.—Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

6.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
F. DE BOVIS,  
Acting Chief Manager,  
Hongkong, January 1, 1891. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

Authorised Capital ..... \$2,000,000.  
Reserve Fund ..... \$2,000,000.  
Reserve Liability ..... \$2,000,000.  
Provisions ..... \$2,000,000.

COUNCIL OF DIRECTORS:  
Chairman—J. S. MOSES, Esq.  
Deputy Chairman—R. O. MICHAMPTON, Esq.  
E. L. DALYMPLE, Esq. McCONACHE, Esq.  
T. E. DAVIES, Esq. Esq.  
C. J. HOLLOWAY, Esq. L. POSENCKER, Esq.  
H. HOPKINS, Esq. D. R. SHAW, Esq.

ACTING CHIEF MANAGER:  
Hongkong—F. DE BOVIS, Esq.  
MANAGER:  
Shanghai—JOHN WALTER, Esq.  
LONDON BANKERS—London and County Bank.

HONGKONG.  
INTEREST ALLOWED:  
On Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

Local Bills Discounted,  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

F. DE BOVIS,  
Acting Chief Manager,  
Hongkong, March 11, 1891. 363

## Intimations.

### NOTICE.

THE GOVERNOR and LADY DES VEGUX will be pleased to RECEIVE at GOVERNMENT HOUSE on WEDNESDAY NEXT, May 6th, between the hours of 4 and 6 p.m., all those who wish to bid them Farewell.

Hongkong, May 2, 1891. 808

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

### NOTICE.

THE CERTIFICATE of 25 SHARES in this Co., numbered 11,224/11,248, standing in the Register in the Name of Mr. F. B. JOHNSON, having been LOST, Notice is hereby given that a NEW CERTIFICATE for the said 25 SHARES will be ISSUED fourteen Days hence, and that the Original Certificate, unless produced within that period, will thereafter be held void.

D. GILLIES,  
Secretary.

Hongkong, May 4, 1891. 911

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY and RESIDENTIAL HOTEL situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, so as the eye can reach, surrounded by extensive promenades and pleasant grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent, and the Flagstaff in its centre can be seen from a great distance in every direction.

The Hotel is complete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT ISHWOOD, will be assisted by an Efficient Lady Staff and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Billiard, and Private Sitting Rooms, with Fifty-four Bed-rooms each provided with separate Bath-room and every convenience.

Tramway Tickets will be supplied to Visitors at Reduced Rates.

THE HOTEL will OPEN on or about the Queen's BIRTHDAY.

For Terms apply to the SECRETARY, at the COMPANY'S OFFICE, 33 and 40, Queen's Road Central, Hongkong.

Hongkong, April 30, 1891. 910

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRA-ORDINARY General MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Company's OFFICE, situated in Pekin Street, in the Colony of Hongkong, on THURSDAY, the 21st day of MAY, 1891, at Twelve o'clock (noon), when the abridged Resolution will be proposed—

RESOLUTION.—That Clause No. 121 be struck out and replaced by the following:—

That Clauses Nos. 121 and 122 be struck out and replaced by the following:

Billiards.

NOTICE.

THE CANTON INSURANCE OFFICE, LIMITED.

## THE CHINA MAIL.

## Notices to Consignees.

GLEN LINE OF STEAM PACKETS  
FROM LONDON AND SINGAPORE.

THE S.S. "Glenury," having arrived  
from the above Ports, Consignees  
of cargo by her are hereby informed that  
their goods are being landed at the dock  
into the Godowns of the Tiongshong and  
Kowloon Wharf and Godown Company,  
Lan Kwai Fong, whence delivery may  
be obtained.

Our cargo will be forwarded unless  
otherwise to the contrary be given before 4  
p.m. To-day.

Cargo remaining undelivered after the  
7th instant will be subject to rent.

No fire insurance has been effected.  
Consignees are requested to present  
all claims for damages and/or shortages not  
later than the 15th instant, otherwise they  
will not be recognized.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, May 1, 1891. 926

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ADOLE OME, American barque, Capt. F.  
Carleton—Reuter, Broekhuizen & Co.

DON JURO, American barque, Capt. J.  
B. Nielsen—Captain.

DOROTHY, British barque, Capt. Angus  
Cron—Gibb, Livingston & Co.

MARIE ERIN, German barque, Capt. H.  
Hindrichs—Wieland & Co.

MCLAURIN, American ship, Capt. Frank  
L. Oakes—Order.

VINDUNG, Norwegian barquentine, Capt.  
O. Larsen—Siesseusen & Co.

## To-day's Advertisements.

## ST. JOHN'S CATHEDRAL

COPIES of the PETITION, recently  
published, in reference to the pro-  
posed WITHDRAWAL of ECCLLESIASTICAL  
GIANTS, and their SIGNATURES, from those  
who have not yet signed, at the  
HONGKONG CLUB, MOUNT LANE, CRAWFORD  
& CO., Messrs KELLY & WALK, the  
HONGKONG DISPENSARY, and the VICTORIA  
DISPENSARY.

CHARLES FORD,  
Hon. Secretary,  
CATHEDRAL TRUSTEE

Hongkong, May 5, 1891. 921

## PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions from His EXCELLENCY the GOV-  
ERNMENT, to Sell by Public Auction, on

## SATURDAY,

the 9th May, 1891, at 3 p.m., at his  
Sales Rooms, Queen's Road,—

A FAIR HORSE VICTORIA, by Hooper  
of London, complete, with LAMPS and  
EQUA.

A SET of DOUBLE HARNESS, BRASS  
FURNITURE, by PEAT.

TEA SERVICES, LAMPS, CHILDREN'S  
CRIBS, PERAMBULATOR, BRASS  
KETTLES, CHINA VASES, &c., &  
1 SET LAWN BOWLS, 1 BADMINTON  
SET.

GOLF STICKS and 12 DOZ. (A.D.) GOLF  
BALLS.

## SUNDRIES STORES.

Carriage and Harness may be viewed at  
Government House Stables.

## TERMS OF SALE.—As customary.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, May 5, 1890. 910

## A. S. WATSON &amp; CO., LIMITED.

NOTICE is hereby given, that the Or-  
dinary General MEETING of the  
Company will be held at the HONGKONG  
DISPENSARY on THURSDAY, the 14th  
INST., at Three o'Clock in the Afternoon,  
for the purpose of receiving the Report of  
the General Manager, together with a  
Statement of Account to the 31st Decem-  
ber, 1890.

The REGISTER of SHARES will be  
CLOSED from MONDAY, the 11th instant,  
till SATURDAY, the 16th instant, both days  
inclusive, during which period no Transfer  
of Shares can be registered.

And Notice is further given, that an EX-  
TRAORDINARY General MEETING of the  
Company will be held at the same place  
on the same day at the conclusion of the  
above named Meeting, when the following  
Special Resolution will be proposed:—

"That with a view to the further exten-  
sion of the business of the Company in Lon-  
don and elsewhere, the Capital of the Com-  
pany be increased to the sum of Six  
Hundred Thousand Dollars by the issue of  
10,000 New Shares of the value of Ten  
Dollars each, and that such New Shares be  
issued by the General Manager at such  
time or times as he shall think fit, and be  
duly registered, if the holders of the  
Shares in the original Capital of the  
Company, in such manner, on such terms,  
and at such premium as he shall in the  
interest of the Company determine."

The amount realized by way of premium to be  
put to Reserve Funds."

By Order,

T. H. TALBOT;

Secretary.

Hongkong, May 5, 1891. 916

MOUTRIE, ROBINSON & CO.,  
(From J. BROADWOOD & SONS  
and COLLARD & COLLARD),

Will shortly OPEN A BRANCH HOUSE  
in Hongkong and show a Large and Varied  
Stock of

## PIANOS, and ORGANS,

## MUSIC,

and every description of  
MUSICAL INSTRUMENTS,  
for SALE, HIRE,  
or Purchase by Monthly Payments.

We shall be prepared to undertake the  
TUNING, REPAIRING of BUILDINGS,  
THE CONSTRUCTION of BRIDGES, Piers  
and Roads, &c., &c., &c.,

Repair ORGANS, &c., on Free Estimates.

We employ a Large Staff of Native Work-  
men, and all our Foreign Traders & Repairs  
have been trained in the best Factories, and  
we will GUARANTEE all our Work.

MOUTRIE, ROBINSON & CO.,  
London, SHANGHAI, KORE and YOKOHAMA,  
16 Years' Extensive Experience in China,  
and the only Firm of trained and practical  
people devoting themselves entirely to the  
MUSIC and MUSICAL INSTRUMENT  
TRADE.

ADAMSON, BELL & CO.,

Agents.

Hongkong, May 5, 1891. 923

## To-day's Advertisements.

COMPAGNIE DES MESSAGERIES  
MARITIMES

## FOR HONGKONG (DIRECT).

## HONGKONG.

## Captain BOUSQUET, will

leave for the above Port on  
SUNDAY, the 10th May, at Noon.

## For Freight or Passage, apply to

## G. du CHAMPEAUX,

## Agent.

Hongkong, May 5, 1891. 920

FOR SINGAPORE, HAVRE, AND  
HAMBURG.

(Taking care of through rates to  
ANTWERP, AMSTERDAM, ROTTER-

DAM, LISBON, OPORTO, LONDON,

LIVERPOOL and BREMEN.)

The Steamer

Electra, Capt. HILVERDAHL, will

be despatched for the above Ports on  
WEDNESDAY, the 13th Inst., at 10 a.m.

For Freight or Passage, apply to

SIEMSEN & CO.,

Agents.

Hongkong, May 5, 1891. 923

SOCIÉTÉ FRANÇAISE DES HOUIL-  
LERIES DE TOURANE.THE Annual General MEETING of the  
SHAREHOLDERS of the SOCIÉTÉ  
FRANÇAISE DES HOUILLERIES DE  
TOURANE, will take place at HONGKONG,  
Rue de la Douane, on THURSDAY, 23rd  
May, 1891, at 5 p.m.

## STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s  
Steamship

Captain E. CHEW, will

leave for the above place about 24 hours  
after arrival here with the outward Mail.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, May 5, 1891. 912

STEAM TO YOKOHAMA, VIA NAGA-  
SAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s  
Steamship

Captain F. H. SEYMOUR,

will leave for the above place on SATUR-  
DAY, the 16th May, at Daylight.

E. L. WOODIN,

Superintendent.

Hongkong, May 5, 1891. 913

AUSTRALO-HUNGARIAN LLOYD'S  
STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG,

COLOMBO AND BOMBAY.

Having connection with Company's Mail  
Steamer to ADEN, SUEZ PORT SAID,

TRIESTE, VENICE & FIDUE.

The Co.'s Steamship

Thelema, Capt. G. CORTEZ,

will be despatched as above on

THURSDAY, the 21st Inst., at Noon,

taking cargo at through rates to CALCUTTA,

KOLKATA, MADRAS, PEGU, Rangoon,

LEVANT and ADRIATIC PORTS.

Cargo will not be received on board after

3 p.m. prior to date of sailing.

For further information as to Passage  
and Freight, apply to

DAVID SASOON, SONS & CO.,

Agents.

Hongkong, May 5, 1891. 914

CANADIAN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan Tuesday June

Empress of India Tuesday June

Empress of China Tuesday July 28th.

May 5:—

Hongkong, French steamer, 845, M.

Bouquin, H. S. C. Longfellow and J. H.

Ormerod, Messrs. M. and J. R. Smith,

Mr. D. S. Oldham, Mr. G. C. Longfellow

and Mr. J. R. Smith; for Yokohama,

Mr. S. D. Oldham, Mr. G. C. Longfellow

and Mr. J. R. Smith; for Victoria, Mr.

Macmillan and Mr. J. R. Smith; for

Calgary, Mr. J. R. Smith; for

Edmonton, Mr. J. R. Smith; for

Winnipeg, Mr. J. R. Smith; for

Montreal, Mr. J. R. Smith; for

Toronto, Mr. J. R. Smith; for

Vancouver, Mr. J. R. Smith; for

Victoria, Mr. J. R. Smith; for

Calgary, Mr. J. R. Smith; for

Edmonton, Mr. J. R. Smith; for

Winnipeg, Mr. J. R. Smith; for

Montreal, Mr. J. R. Smith; for

Toronto, Mr. J. R. Smith; for

Vancouver, Mr. J. R. Smith; for

Victoria, Mr. J. R. Smith; for

Calgary, Mr. J. R. Smith; for

Edmonton, Mr. J. R. Smith; for

Winnipeg, Mr. J. R. Smith; for

Montreal, Mr. J. R. Smith; for

Toronto, Mr. J. R. Smith; for

Vancouver, Mr. J. R. Smith; for

## THE CHINA MAIL.

## THE LEGISLATIVE COUNCIL:

A meeting of the Legislative Council was held this forenoon. H. E. Sir G. W. Des Vaux presided, and there were also present: Hon. W. M. Goodman, Attorney General; Hon. S. Brown, Surveyor-General; Hon. J. H. Scott, Colonial Registrar; Hon. G. P. Chater, Esq., Agent of the Royal Mint; Mr. G. Mitchell Innes, Colonial Treasurer; Hon. Hsia Kai, Hon. J. J. Kewick, and Mr. A. M. Thompson, Acting Clerk of Councils; Absent: Hon. W. M. Deane, Acting Colonial Secretary; Hon. P. Ryrie, Hon. T. H. Whitehead, Hon. G. P. Chater.

## THE NEW MERCHANT SHIPPING ORDINANCE:

**Hon. Mr. Ryrie.**—There is a question, in the order of the day by the Hon. Mr. Ryrie, and as he is not present, perhaps the Hon. Mr. Kewick, who is interested in the same subject, will put it in the hon. member's stead.

**Hon. Mr. Thompson.**—There is a question, in the order of the day by the Hon. Mr. Ryrie, and as he is not present, perhaps the Hon. Mr. Kewick, who is interested in the same subject, will put it in the hon. member's stead.

**Hon. Mr. Ryrie.**—I am in a position, in the absence of the hon. gentleman, to beg to excuse for not attending the meeting.

**Mr. Kewick.**—Your Excellency, in the absence of the hon. gentleman, I beg to put the question.—Will the Government state definitely when the new Merchant Shipping Ordinance will be introduced?

**The Attorney General.**—In reply I beg to state that the Government intends to state definitely when the new Merchant Shipping Ordinance will be introduced.

**Hon. Mr. Ryrie.**—I am in a position, in the absence of the hon. gentleman, to state definitely when the new Merchant Shipping Ordinance will be introduced.

**Hon. Mr. Ryrie.**—As far as I can ascertain, however, has not been laid sight of, indeed, before the question was asked, I had gone over the whole bill and had called in the assistance of the Harbour Master, in the assistance of the Harbour Master, but I am not able yet to submit the bill in its final form.

## THE RESTRICTION OF SUNDAY LABOUR BILL:

**The Attorney General.**—I have the honour to move the second reading of the bill entitled an Ordinance to restrict the loading and unloading of cargo on Sunday, in the name of the colony. I would like to add just a few words on the bill before going into committee. The subject is one in which I have taken some interest, and I have had several papers on it before me. I read the minutes of the international conference held in Paris in September, 1859, and also the very interesting history of the Sunday labour question in Hong-kong, which was printed by direction of Captain Ashton, President of the British Mercantile Marine Officers' Association. The subject excited some interest in England, as appears by the question in the House of Lords by the Earl of Moat. Although I sat a little in the matter, I can assure you, in conclusion, in my own mind, that something ought to be done. At that time I received, what I had not then anticipated, directions from His Excellency to prepare a bill on the subject. That bill in its present form has His Excellency's approval. It is possible there may be a slight improvement made in the definition of cargo as to exclude iron and perishable articles of food; but apart from that the bill appears to me to be one that ought to have the sympathy of all the members. This question really has passed through three stages. The first stage was that of a grievance unredressed. The second stage was one of sympathy, which was partly on account of the press taking up the case, and the third stage brought about some alteration of public opinion. The Ambassador of the Chamber of Commerce may be cited as the healthiest end of that period, when sympathy was expressed but nothing done. When a person is in trouble it is all very well to express sympathy, but a little practical help is worth more than a great deal of pity. It has been reserved for His Excellency to give this help, and I trust that this bill may give relief to those mercantile marine officers where they see the British flag flying in the harbour on Sunday.

**The Colonial Treasurer.**—seconded.

**Hon. Mr. Ryrie.**—I wish to say anything on the second reading.

**Mr. Kewick.**—Your Excellency, I did intend to say something with reference to this bill or the second reading. I desire to say that I think a certain injustice is likely to be done by it in the mail steamers. I

would instance in particular the steamers of the P. & O. Company, which being a subsidised line is obliged to observe a schedule time in the matter of arrival and sometimes also, I believe in departure from certain ports. If this bill is passed as it stands at present very possibly the effect will be in many instances that the P. & O. steamer, arriving on a Sunday morning and us in Shanghai on the following Thursday, if we cannot be carried on Sunday, will be unable to sail until Friday for not arriving at her destination in time. That of course could not be contemplated by the Government in introducing a measure of this kind. There is no desire I am sure that the bill should be a hardship to anyone, but on the contrary that it should be a relief to a large and worthy class of officers. With regard to the mail steamers of other nationalities, French, German or any other, I am not aware that they are obliged in their service to sail here to arrive at certain ports on certain dates or otherwise to pay a penalty; but such may be the case, and I think that the question of those foreign mail steamers requires to be very carefully considered before this bill is made applicable to them. It does not occur to me that there is anything further I can suggest in the way of amendment of the bill, but I hope that care will be taken with reference to the schedule in fixing the amount to be imposed as there for a permit. The Attorney General said by section 6

that the bill passed the second reading and the Council went into committee on it.

**With** references to clause 9.—"This ordinance shall come into operation on 1st July, 1891."

**Hon. Mr. Ryrie.**—I am quite willing to give what is quite sufficient time, the fullest time, and I have only put that date tentatively. I am willing to give sufficient time to warn everybody concerned that this ordinance will be enforced. I have therefore no objection to extending the time somewhat beyond the 1st July if that period is considered too short.

Some discussion ensued with regard to the amendment of the interpretation clause. Mr. Kewick suggested that "live stock" should be removed, and that the third term "cargo" as well as "ice" and "articles of food" of a perishable nature required for immediate consumption." The clause was ultimately amended to read thus—"cargo" shall not include meat, personal luggage, live stock, ice or articles of food of a perishable nature required for immediate consumption."

On arriving as Form A, which gave the following scale of fees for the granting of Sunday permits:

\$1.00

Over \$100 but not exceeding \$700...\$125

"1,000...\$150

"1,500...\$175

"2,000...\$200

"2,500...\$250

His Excellency said—Before we read it through, perhaps Mr. Kewick would be good enough to state the form in which his objection will apply. I think he was rather hasty in giving the impression that large steamers are too heavily taxed with reference to the small ones.

Mr. Kewick.—I think that the scale of fees is on the who's too high, but I do not say that it is very important indeed that there should be no restriction whatever to prevent the carrying on of this trade as it is present estate.

**Hon. Mr. Ryrie.**—I have followed the speech of the hon. member with great interest, and I am glad to say there is not one of the points which he has mentioned that I had not already considered. With regard to the mail steamers, I thought carefully over the matter, and although I am quite open to bear arguments on the subject it appears to me that if you exclude the mail and passengers' luggage, you really do all for the mail steamers that they are justly entitled to. If they choose to compete with other steamers in the matter of cargo then I think if they choose to load cargo on Sunday they ought to pay in the same position as others. Under their present contract they are perfectly at liberty

to do an taking on outwards of passengers, cargo, or mails, but if, as I said, they chose to compete with other steamers as regards cargo then they should—in the absence of something that does not occur to me—put in entirely the same position as the other steamers and not give the unfair advantage of being able to load or unload on Sunday when the others are forbidden to do so. That is how the matter appears to me. With regard to the foreign steamers of course of English, half a dozen or more of them, the foreign steamers ought in justice to be equal in the same. Of course it would be impossible to put the ordinance in force against them, however, until we know clearly the terms of the new convention with the Government of France and possibly that of Germany; but it will be observed that while it is possible that at present we would not be able to put the ordinance in force against the masters or consignees, at the same time we have introduced a clause which will provide for the punishment of people putting cargo on board. Of course work could not then be carried on Sunday. I don't think that should be really an objection to the ordinance, as far as I can see, which are only tentative, and to fix them at the smallest figures at which they are likely to have any practical effect in putting an end to cargo working on Sunday. That is the least desire to raise revenue by it, and it is believed that smaller amounts will really have a practical effect.

**Hon. Mr. Kewick.**—Take the *Bentley*, with a tonnage of 1481. At 12 cents per ton the fee would be \$217.22. His Excellency—According to the scale in this morning's newspaper, the *Bentley* would be \$230. In the bill before Council the fee was \$250 for all vessels over 2000 tons. Therefore for a large number of vessels, which are only tentative, and to fix them at the smallest figures at which they are likely to have any practical effect in putting an end to cargo working on Sunday. That is the least desire to raise revenue by it, and it is believed that smaller amounts will really have a practical effect.

**The Attorney General.**—In reply I beg to state that the Government intends to state definitely when the new Merchant Shipping Ordinance will be introduced.

**Hon. Mr. Ryrie.**—I am in a position, in the absence of the hon. gentleman, to state definitely when the new Merchant Shipping Ordinance will be introduced.

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## Mails.

## NOTICE.

TO ITALIEN DES MESSAGERIES  
MARITIMES.  
PA QUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SABUIN, SINGAPORE, BATAVIA,  
JELLOMBE, PONDEHUTTY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
ASPERGIANA AND  
GRANADA ISLANDS, ALEXANDRIA,  
CASABLANCA AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON, HAVRE AND BORDEAUX.

TO-MORROW, the 6th day of May, 1891, at noon, the Company's S.S. *DENEVAH*, Compt. BONNEFOY, with 500 PASSENGERS, SPECIE, and CARGO, will leave the Port of the above.

Cargo and Specie will be received for London as well as for Marsailles, and accepted in transit through Marocca for the principal places of Europe.

Shipping Orders will be granted till noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. of the 6th May, 1891. Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, May 5, 1891. 843

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE.

VIA  
OVERLAND RAILWAYS,  
AND  
ALLIANCE & OTHER CONNECTING  
STEAMERS.

THE Steamship *OCEANIC* will be despatched from San Francisco, via Yokohama, on THURSDAY, the 7th May, 1891, at 1 p.m., connection being made at Yokohama, via Steamers from Shanghai in Japan Ports.

All Parcels and cargo should be marked to arrive in full, and same will be received at the Company's Office until the day previous to sailing.

First-class Fares granted as follows:

To San Francisco ... \$225.00  
To San Francisco and return ... 404.75  
available for 3 months ... 440.00

To London ... 344.00  
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China or Japan.

General Instructions to accommodate cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Weight or Passage, apply to the Agency of the Company, No. 60, Queen's Road Central.

J. S. VAN BUREN,  
Acting Agent.

Hongkong, April 15, 1891. 783

U. S. MAIL LINE,  
PACIFIC MAIL STREAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA AND SAN  
FRANCISCO.

THE U. S. Mail Steamship CITY OF  
RIO DE JANEIRO will be despatched from SAN FRANCISCO, via YOKO-  
HAMA, on TUESDAY, the 19th May, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japanese  
Ports, to San Francisco, to Atlantic and  
Lake Cities of the United States, via  
Overland Railways to Havana, Trinidad,  
and Demerara, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco ... \$225.00

To San Francisco and return ... 393.75

To Liverpool ... 315.00

To London ... 332.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers by this Line have the option of  
proceeding Overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance

does not apply to through fares from China  
or Japan to Europe.

Freight will be received on board until 1  
p.m. the day previous to sailing. Parcels  
will be received at the office until 5 p.m., same day; all Parcels, Fares, etc.,  
of same day must be marked to address in full; value  
of same to be paid by the use of it.

Consumer Laysure to accompany cargo  
destined to points beyond San Francisco.

in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs, San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50, Queen's Road Central.

J. S. VAN BUREN,  
Acting Agent.

Hongkong, April 25, 1891. 853

## Mails.

## NOTICE.

NORDDEUTSCHER LLOYD,

NOTICE.

SPRAG FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENUA,

ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTO PORTS;

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY the 10th day of May, 1891, at 11 a.m., the Company's S.S. *PREDATOR*, Captain BREKKESEN, with 500 PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling in the Daily issue.

Shipping Orders will be granted till 4 p.m., Specie and Parcels until 3 p.m. of the 10th May, 1891. Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess  
For further Particulars, apply to

MELCHERS & Co.,  
Agents.

Hongkong, April 11, 1891. 740

## STEAM FOR

SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMILIA, PORT SUDAN,  
VALTA, GIBRALTAR, MARSELLUS,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON;

ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

V.R. Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSELLUS,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

PRICE ONLY LANDED AT PLYMOUTH.

THE PREDATOR will be  
despatched from San Francisco, via  
Yokohama, on THURSDAY, the 7th May, 1891, at 1 p.m., connection being made at Yokohama in Japan Ports.

All Parcels and cargo should be marked to  
arrive in full, and same will be received at  
the Company's Office until the day previous to sailing.

Fare and Passage for Europe will be  
received at the rate of £10 per annum.

Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passenger's due to insuring their bag-  
gage do so on application at the Com-  
pany's Office.

This Steamer takes Cargo and Passengers  
for MARSELLUS.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office.  
Hongkong, May 2, 1891. 896

## Intimations.

## NOW READY.

VOLUNTEERS AND THE DEFENCE  
OF HONGKONG.

## A SKETCH.

PRICE, - - - - - FIFTY CENTS.

To be had at MECCA LANE, CRAWFORD  
& CO.; Messrs. KELLY & WALSH; and  
Messrs. W. BROWN & CO.

August 14, 1890. 1528

## NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

## BY E. H. PARKER

Can be obtained from KELLY & WALSH

at Shanghai and Hongkong, at LANE,  
& CO., Hongkong, and at the  
China Mail Office.

available for 6 months ... 303.75

To Liverpool ... 315.00

To London ... 332.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passenger's due to insuring their bag-  
gage do so on application at the Com-  
pany's Office.

As a Flesh Producer there can be  
no question but that

SCOTT'S

EMULSION

A PRECIOUS LIVER OIL & HYDROPSYLLUS

OF LIME AND SODA

is without a rival. Many have claimed a  
good day by the use of it. If anyone

desires to purchase, cargo

destined to points beyond San Francisco.

in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs, San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50, Queen's Road Central.

J. S. VAN BUREN,  
Acting Agent.

Hongkong, April 25, 1891. 853

## Insurances.

## NOTICE.

QUEEN FIRE INSURANCE CO.  
LTD.

NOTICE.

FOR THE  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENUA,

ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTO PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

Hongkong, July 15, 1891. 1340

THE EQUITABLE LIFE  
ASSURANCE SOCIETY  
OF THE  
UNITED STATES.

RUSSELL & CO.  
Agents.

Hongkong, November 14, 1890. 1954

## Intimations.

## The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED TO meet the Departure  
of each English and French MAIL  
STEAMER for Europe. It contains special  
Commercial intelligence, special tables of  
Shipping, and other information. The  
various Reports of Consuls and Mustangs,  
and all other news, are given in full as  
they appear in the Daily issues.

*The Overland China Mail*,

(Wah Ts' Yat Po.)

THIS paper is now issued every day.

The subscription is fixed at Five  
Dollars per annum, delivered in Hong-  
kong, or Eleven Dollars Forty Cents in-  
cluding postage to Coast ports.

It is the first Chinese Newspaper ever

published under purely native direction.

The chief aim of the paper is to con-  
vey news to the Chinese community,

among whom also are to be found the  
guarantors and securities necessary to  
place it on a business and legal footing.

The projectors, having their estimates

upon the most reliable information from

the various Ports in China and Japan,

from Australia, California, Singapore, Po-  
meng, Saigon, and other places frequented by

the Chinese,—consider themselves justified in

guaranteeing a large and ever-increasing

circulation. The advantages offered to ad-  
vertisers are therefore unusually great, and

the foreign community generally will find

them to their